

plan, this line should be laid between 1977 and 1982; the anticipated development should follow shortly.

The expanding commercial growth along U. S. 301 south of 70-A is envisioned to turn and move eastward along 70-A and eventually link up with the Sheraton Motel complex. Soils along this highway have moderate limitations and the properties are already within existing sewer service areas. It seems safe to say that this area will be served by water by the mid 1980s and this full provision of services will serve to solidify commercial growth from the interchange westward to U. S. 301 and southward along that route.

Approximately forty-four acres of land adjacent to and north of the satellite annexed area is projected for commercial development between 1985 and 2000. Contiguous to a minor thoroughfare (Ricks Road) and a rather highly developed interchange area, it seemed natural for this land to open up to this type of growth. As with much of the land around Selma, most of the land in the proposed tract has severe limitations for buildings but with a recognition of this fact and advance planning about construction, it is felt this drawback can be overcome.

Industrial - One of the few tracts of land within the planning area rated as having slight limitations is an approximately fifty-three acre site immediately north of Lizzie Street extension approaching the extraterritorial boundary. A water line supplying water from Smithfield to the proposed Squibb plant in Kenley will be running past this site shortly. For these reasons plus its access to rail lines, the land seems particularly well situated for later industrial development.

West of town and at the intersection of S. R. 1900 and Buffalo Road is the one remaining industrial site proposed for development between 1985 and 2000--approximately thirty-nine acres. This tract of land--about evenly divided by Buffalo Road between S. R. 1900 and U. S. 70-A--is dominated by soils with moderate limitations, is in an area given over to industry, and has good access to a major highway. It would seem most natural to extend the present M-1 zoning classification to include this area.

Impending Problems Associated with Development

It seems appropriate at this time to briefly discuss, and in a slightly different context, future development along U. S. 301 between Selma and Smithfield. Previous mention has already been made of the advantages of clustering over strip development. Emphasis is next placed on the desirability of ensuring that new construction is set back far enough to allow for the proposed widening of U. S. 301.

One possibility exists if the towns of Smithfield and Selma could work together to expand the present zoning ordinances to require a larger set back from the centerline of U. S. 301 to ensure that the future widening of this major thoroughfare (in accordance